

The loop portion of the "wheel and spoke" thoroughfare system would utilize existing portions of Island Ford Road and existing US 321 in the east and SR 1880 in the northern part of the planning area. These sections plus those proposed as new roads would connect the major arterials described above outside town, giving easy access to any area or around town without having to drive through the central business district.

A minor thoroughfare system is also illustrated on the map. This system utilizes existing and proposed streets to form connectors with the major street system. This minor system would be particularly useful during peak traffic hours, since it would provide additional routes for employees of most of the major industries in town.

Certain local street improvements should be coordinated with an overall thoroughfare plan, but there are items that should be attended to locally even while the official thoroughfare plan for Maiden is being formulated (the latter is under consideration by the Advance Planning Department of the North Carolina State Highway Commission at this time). Some specific items that should be given short-range planning and action are listed in priority order:

1. Pavement of the remaining unpaved streets in town, beginning with the heaviest travelled streets first (i.e., Pine Street west of the new Maiden Knitting and Finishing plant, a section of "B" Avenue a block north of this, a portion of School Street near the American-Efird plant, and South "E" Avenue near the Rex Knitting plant.
2. Improved street lighting, particularly along Boyd Street on the east side of town, and in west Maiden along South "C" Avenue, South "D" Avenue, and South "E" Avenue.